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make the best food for children as they do for "grown ups." But bread as well as butter is an article of food requiring the closest scrutiny as to its quality, as there are lots of it unfit to eat. But no fault just or otherwise can be found with Butter Cream bread. Thoroughly nutritious and palatable it makes friends everywhere it is used. Try it.

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Are you looking for something? Remember the want columns of The Evening Citizen are for your special benefit. It talks to the people and they talk to you.

BREAK GROUND FOR COLORADO FAIR BUILDING

Exhibits Will Excel Eastern Expositions in Every Department.

Denver, March 13.—Ground was broken today for one of the exhibit buildings for the first annual Colorado Interstate fair and exposition which will be held here the second week in September of this year.

There were no special exercises commemorating this event as workmen have been clearing the ground and preparing for it for several weeks, one of their labors being to move the Platte river 2,000 feet, filling in the old river bed and clearing more than forty acres of underbrush to make room for this and other structures.

The exhibits, according to reports which are being received by President C. E. Stubbs, will equal if not excel in every department those of similar large eastern shows. This fact is largely due to the liberal cash prizes which are offered in the different classes. The total cash premiums will exceed \$25,000, and there will be expended this year over \$150,000 on buildings and improvement of grounds.

For amusements there will be only the highest class features obtainable, including a grand spectacular night show, passenger carrying airship and captive balloons, an up-to-date "midway" to be known as the "Great Divide," and other striking features which President Stubbs is at present in the east arranging for.

The fair is designed to encourage and assist in building up all of the industries of the west and is not confined to any particular state, territory or locality.

HAT OF ROSES AND QUILLS.



A pretty hat of horsehair in colonial shape is pale blue on top and black beneath. The top is massed with pale yellow roses and at the left side a sheaf of soft black quills is held in place by a silver buckle.

Our standard is domestic finish. If you want the big polish tell us; we do that, too. Hubbs Laundry Co.

CHICAGO RESIDENT RELATES MOST GREWSOME EXPERIENCE

During L. T. Cooper's recent visit to Chicago, where his new preparation and theory created the usual sensation, many hundreds of people brought enormous internal parasites to the young man, which had left the system after taking his medicine.

Among these people was Mr. Emil Winkler, who brought to Cooper a tape worm that proved to be over ninety feet in length. Mr. Winkler, who resides at 182 East Ohio street, Chicago, had this to say of his experience: "For five years I have been more or less complaining. I have had severe headaches, and any food that I would eat would nauseate me. I would have had dreams almost every night; dizzy spells would compel me to quit work. Black spots would appear before my eyes when stooping over and going quickly. I would feel tired most of the time; in fact, I had no life in me to speak of for the last five years. I tried vari-

ous treatments, and one physician in St. Louis was recommended to me, and I was under his treatment some time, but as usual I obtained no relief.

"So many people asked me to try Cooper's preparation that I decided to do so, and after using it for a few days this awful thing passed from my system. I feel much better already, and I want to say right here that I thank Mr. Cooper a hundred times for what his medicine has done for me. I would not take \$5,000 and have that thing back in my system again."

Mr. Winkler is a fair sample of the experience of many during Cooper's stay in Chicago, and this no doubt helped to account for the enormous sale of the Cooper preparation in this city and others, recently visited by the young man.

We sell and will be pleased to explain the Cooper preparations.

—J. H. O'Reilly Drug Co., Second and Central.

SHORTEST ROAD FROM OCEAN TO OCEAN

Panama Railway Runs North and South and Plays Big Part in Canal Work.

Colon, March 13.—Stretching from this city south to the Pacific ocean lies the shortest transcontinental railway in the world, the Panama railway, now practically the property of the United States. The line is only 48 miles long, yet it reaches from ocean to ocean as surely as the lines of the combined Harriman system, with the peculiar difference that the Harriman lines extend west and the Panama line runs south to cross the continent, making its way as it does, across one of the narrowest points in the neck of land forming the inverted apex of the North American continent.

Romance, tragedy, failure and final success, the undoing and the making of men of the world's recognition are threads tangled in the fabric of this railroad's remarkable story. The spirit of Columbus's search for an opening through the narrow isthmus that might lead him to his fabled Indies lying west, of Balboa, who gazed from his shore into the Pacific and claimed every shore it touched for his Spanish master, was the same which inspired the building of the railroad and which is today leading to the construction of the great canal in which the Panama railroad is playing such a vital part.

The First Plans Date From 1835.

As early as 1835 plans for the railroad were drawn, but not until fifteen years later was the work really begun. Only the building of the Panama canal has brought out how tragically attended this mighty work of building a tiny railroad. Without suitable shelter, without proper food and with no sanitation, the men took fever, died of sleeping sickness, committed suicide in regimental numbers, became mutinous and left as soon as steamers could take them. But the work went ahead with superhuman tenacity back of it and the road finally reached Culebra and was from there extended to the Pacific coast.

Immediately the railroad, being the key to the commerce of two oceans, became the object of international attention and disagreement. The application of the Monroe doctrine alone saved the railroad from falling into foreign hands. Time after time foreign nations had to be warned off and more than half a dozen times ships were sent to Colon and Panama City to keep the railroad from being ravaged by the revolutionists who tore the isthmus with their fortnightly revolts. Sugerain control, however, was always maintained.

Piles Cured in 6 to 14 Days.

PAZO OINTMENT is guaranteed to cure any case of itching, blind, bleeding or protruding piles in 6 to 14 days or money refunded, 50 cents.

No Use to Die

"I have found out that there is no use to die of lung trouble as long as you can get Dr. King's New Discovery," says Mrs. J. P. White, of Rushburg, Pa. "I would not be alive today only for that wonderful medicine. It loosens up a cough quicker than anything else, and cures lung disease even after the case is pronounced hopeless." This most reliable remedy for coughs and colds, la grippe, asthma, bronchitis and hoarseness, is sold under guarantee at all dealers. 50c and \$1.00. Trial bottle free.

Pat Pinto Wells Mineral Water cures and prevents constipation. Ask your grocer for it.

Kennedy's Laxative Cough Syrup acts gently yet promptly on the bowels, and allays inflammation at the same time. It is pleasant to take. Sold by J. H. O'Reilly & Co.

It will cost you but ten cents a dime—to have your shirt laundered and home on time. Hubbs Laundry Co.

Twenty per cent off on others' prices is not as cheap as our net cash prices. We can't and will not be undersold. Everything to furnish the house, cash or payments. Fairlie Furniture Co., west end viaduct.

ENLIST JUDGES TO BREAK THE LAW

Railroads Get Federal Courts to Break Law and Defy Commission for Them.

Washington, March 13.—Resorting to the courts as a means to evade the law is the latest move of the railroads. To go into the hands of a receiver—a nice, friendly, federal judge receiver—and then complain that "it is all due to the Hepburn law," has been recommended by the railroad law departments as a good thing.

The Gould roads have led off in this practice. The latest move is that of the Western Maryland railroad company, whose officers swear that their road is entirely solvent, out at the same time put their road in the custody of Judge Morris, United States district court at Baltimore. The judge kindly makes the president of the road, B. F. Bush, receiver; and now the bondholders and directors are sitting back and saying: "What are you going to do about it?"

The following significant paragraph is taken from the official announcement of the receivership:

"President Bush says that the company is not confronted with any failures of its revenues to cover its full fixed charges, but it must at an early date encounter the problem presented by the commodity clause of the federal rate law."

This means that the Western Maryland is part of the combination of roads which has composed the coal trust. The Hepburn law makes it illegal to continue business as a coal trust and also as a railroad. By May 1 the coal mining railroad must get rid of its coal mines. Not wishing to obey the law, the bondholders of the road have had the Bowling Green Trust company petition for a receiver. So the federal court now has charge of the property—charged with the task of disobeying the law!

The International & Great Northern railroad of Texas, another Gould road, has asked a receiver for similar reasons. In an interview George J. Gould admits that he has sought the federal court receivership for the Texas property in order to escape the necessity of making certain improvements demanded by the Texas state commission.

Those who have looked into the subject say there is no reason in the world for the receivership of the Gould Air Line except a personal feud between Thomas F. Ryan and Joan Skelton Williams, who have long fought to control that property. So long as a road pays not only its running expenses, but 4 per cent dividends—and the Air Line does both—there is no old-fashioned reason for throwing the property into the hands of the courts.

It is the clearly expressed opinion of the Interstate Commerce commission that efforts to evade the federal law by resort to federal court receiverships will not avail. The officer of the court appointed receiver is just as amenable to the orders of the commission as the ordinary officers of the railroad.

Senator Newlands thinks that receiverships are too often used to float new bond deals and load properties with unwarranted debt.

"I wish," said he, "there were some way to compel federal court receivers of railroads to apply sound principles to the matter of floating bonds and stocks against roads in their hands. Too often in the past roads have come out of the hands of receivers 'reorganized' in such a way that the small investor has been eliminated and the inside manipulators have taken over the property for themselves, and then used it as the basis of new watered stocks and bonds. Congress ought to pass a law to cover the whole subject of railway security issues."

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Is the one you pay out for a box of Dr. King's New Life Pills. They bring you the health that's more precious than jewels. Try them for headache, biliousness, constipation and malaria. If they disappoint you the price will be cheerfully refunded at all dealers.

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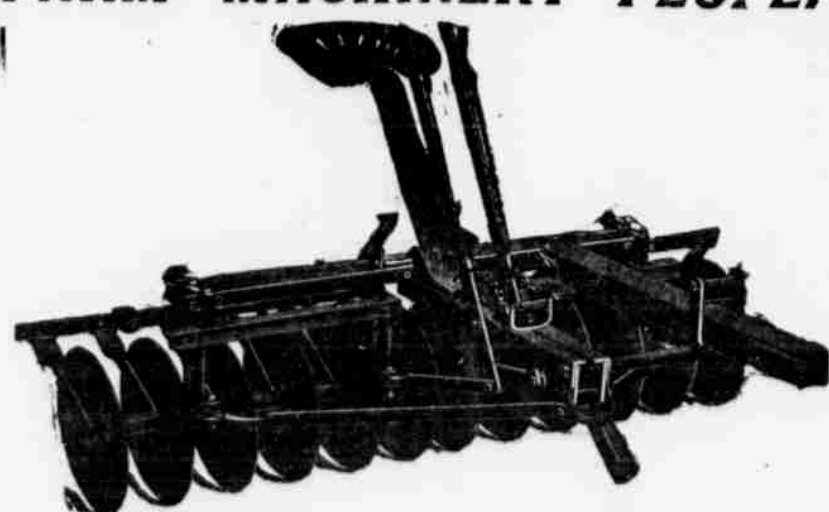
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